

## AFTER 15 YEARS

President Presents Medal for Heroism in Storm.

HELPED TO SAVE NIPSIC

Commanded by Admiral Kimberly—His Reward Slow in Coming—In Secret Service.

Fifteen years after he distinguished himself by gallant action, Richard H. Taylor, one of the Secret Service men on duty at the White House, was rewarded for his valor by President Roosevelt yesterday afternoon.

In the presence of all the secretaries and employees at the executive offices, President Roosevelt presented Mr. Taylor with a handsome Navy Department medal and complimented him upon the brave service in the Samoan disaster of March 15, 1883, which won the approval of Mr. Taylor's superior officers on the United States mail-of-war Nipsic.

Mr. Taylor was serving as quartermaster on the Nipsic at the time of the terrible Samoan storm which played havoc with the shipping interests of Samoa, wrecked war vessels, and resulted in the death of 124 officers and seamen. The Trenton, Vandalla, and Nipsic were the warships at Samoa looking after the interests of the United States which were in danger as a result of the international complications involving the island. The Trenton and Vandalla were lost in the storm, and the Nipsic was saved only by the heroism of its crew.

Five Hours on Deck. From the time the storm broke at 1 o'clock in the morning until 6 o'clock Mr. Taylor remained on deck and directed the steering of the vessel. He was one of the three men on the Nipsic who were recommended for medals by Admiral Kimberly, commanding the Asiatic fleet. One of the other men who distinguished himself was a Japanese. In some way the medal for Mr. Taylor was overlooked, and he was never able to get it. Last year, when he was in the West with the President, Mr. Taylor met the Secretary of the Navy, and told him of the failure of the department to confer the medal recommended. The Secretary of the Navy looked up the records and found Mr. Taylor was entitled to the decoration and \$100, which were given to the Samoan hero yesterday by the President.

His Naval Record. Mr. Taylor entered the naval service in 1880, and after serving two years in the naval school at Conster's Harbor, R. I., graduated third from the head of a class of over four hundred, for which showing he was commended by the Navy Department through general orders, and was also given his choice of any of the ships of the navy on which to serve. He chose the Nipsic, which was just about to start on a cruise around the world.

The cruise was begun, and the Nipsic had reached Hawaii, the attack of the storm around the Horn, and was about to start on another leg of her long journey, when orders from the head of the Asiatic, Samoan Islands, where a state of war existed among the natives, in which American interests were at stake, were received. After standing guard for about three months, the Nipsic was joined by the Trenton and the Vandalla, two of the finest war vessels then in the United States navy.

It was on March 15 that the entire squadron was wrecked by the historic storm which swept the islands. The Trenton and the Nipsic were the only ships Eber and Adler were lost, while the Nipsic was beached, but was finally saved through the heroic efforts of her officers and men. But the Nipsic has been issued for conduct in this trying time, and that was to a Japanese steward, who, at the risk of his life, saved the life of one of the officers of the Vandalla, who had been swept overboard.

Promoted for Service.

As a partial reward for his skill in keeping the ship from being blown to the wind, and so saving her from the fate which fell to her sisters, Mr. Taylor was made schoolmaster, and was assigned as confidential clerk to the commanding officer, which position he held until 1891, at which time he resigned, the Nipsic going out of commission, and being assigned as receiving ship at Mare Island, Cal.

Mr. Taylor at the time was but eighteen years old, yet had reached the grade of quartermaster, and the fact that he was regarded as an expert in handling a ship was evidenced by his selection by his officers when they were in emergency. He speaks modestly of his experiences, however, and it is with difficulty that he can be induced to talk of that fearful night on the bridge, when the white bodies of his drowned shipmates would wash up to the side of his ship, and then float away again, when the Eber went down within a few yards of his own vessel, her bow sweeping the poop and a square sheet of water down. He says he does not regard his action as exceptional, as every man knew in the service was willing and anxious to do his duty in every emergency.

BLIND TELEPHONE OPERATOR

Mrs. Emma Magoon Post, of North English, Iowa, is totally blind, yet she successfully manages to operate an exchange for the town and the surrounding country and has over 300 subscribers on the lines she operates. A striking feature of this remarkable exchange is its system of bell signals. Each line is provided with a special bell of a tone, and those bells are all mounted in a cabinet a few feet from the switchboard.

There are large bells, small bells, wire clocks, gongs, sleigh bells, and high-keyed bicycle bells. A fine bit of steel wire four inches long is soldered to each bell hammer, and a square sheet of paper attached to this wire bears the line, name or number, forming a visual signal for the assistant operator who can see. The bell cabinet is so situated that the paper squares may be plainly seen from the operator's seat.

Mrs. Post is able to distinguish not only each one of the forty-five bells by its peculiar tone, but also the voices of friends of men, women, and children whom she serves. She is a graduate of Iowa College for the Blind, and was noted at that institution for quick and retentive memory.—Boston Transcript.

REAL SUFFERERS AT BALTIMORE.

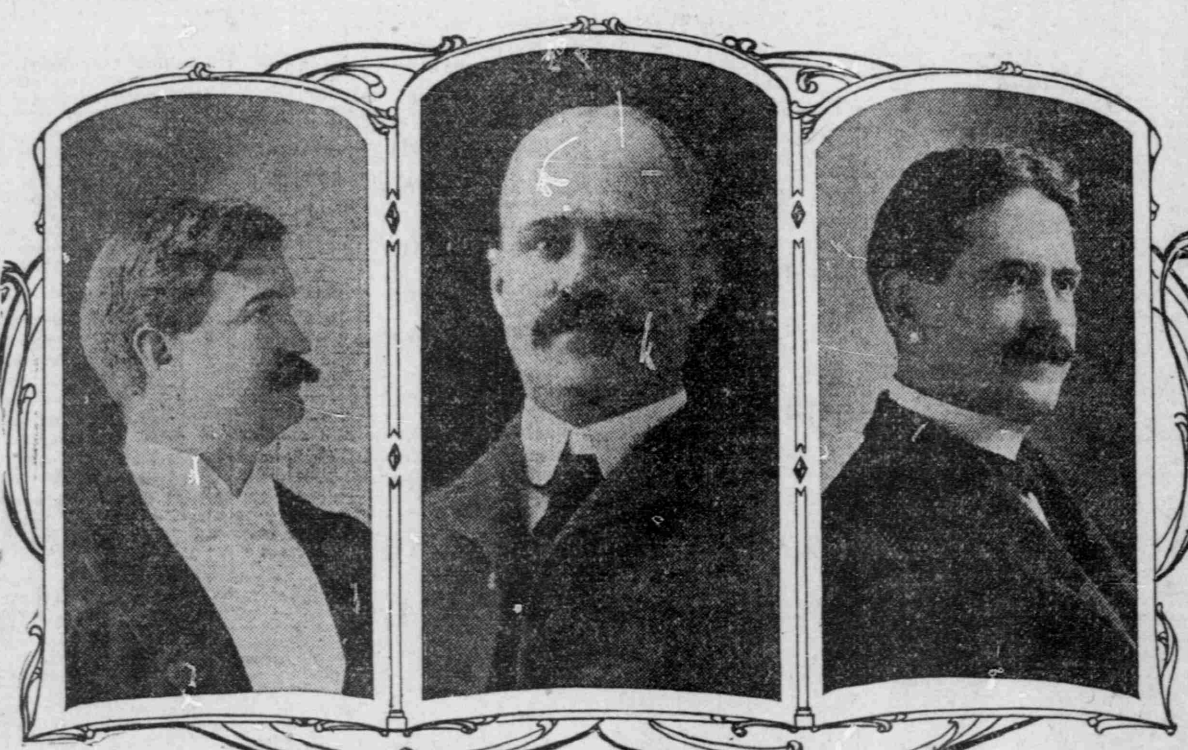
The hardships come in the cases where men past middle life have lost their business and their property, and can never regain their standing in the business world. Often in such cases the suffering is intense. The city will be rebuilt, but they will not be among the builders. The community at large will rejoice in a city more beautiful than before, but they must retire and look on while others reap the rewards for which they have honestly toiled.—Christian Register.

## MEN WHO ARE DEVELOPING WASHINGTON

### III.

## B. H. Warner Company in Front Rank Of Washington's Real Estate Firms

B. H. WARNER REAL ESTATE COMPANY.



ALEXANDER T. HENSELY, Secretary.

Among the real estate firms of the District none has a more distinguished record than the B. H. Warner Company. It is the successor of B. H. Warner & Co., which, in turn, succeeded to the business of B. H. Warner, established in 1889. Mr. Warner retired from the business in 1902, selling his entire interest to the present concern, which is composed of George W. F. Swartzell, president; Clarence B. Rheem, vice president and treasurer; Alexander T. Hensley, secretary; J. J. Darlington, counsel, and Luther A. Swartzell. The business of the firm is not confined to the District, its clientele being distributed throughout the whole United States, and even extending as far as Europe. It has been connected with some of the most important deals in real estate in Washington.

George W. F. Swartzell, who has been associated with the business since 1887, was born in Milford, Conn., in 1857. His father being county surveyor, he has a spare time to learn something of the work of surveying. In 1878 Mr. Swartzell came to Washington and entered B. H. Warner's office. Many interests outside those of his firm are confided to his care.

He is a trustee of Hamline Methodist Episcopal Church, and assistant superintendent of its Sunday school; was for

GEORGE W. F. SWARTZELL, President.

a number of years president of the Methodist Union of Washington; is a member of the board of managers of the Lucy Webb Hayes Training School; a trustee of the Methodist Home for Aged Persons, a director of the Young Men's Christian Association, and president of the Laymen's Association of the Baltimore conference.

Clarence B. Rheem, vice president and treasurer, was born in Washington March 5, 1862. His father, the late John A. Rheem, was actively identified with the interests of the city, having been a councilman from the old first ward during the period preceding the reorganization of the municipal government. Mr. Rheem received his education in the public schools of the city and graduated from the High School in 1885. In the following year he accepted the position of clerk to the superintendent of the schools, J. Ormond Wilson, and, in 1887, was elected secretary of the board of trustees of public schools, of which B. H. Warner was then the president. This position he resigned in 1888 to associate himself with Mr. Warner in the real estate business. He has special charge of the loans department, one of the most important features of the business of his firm, and in this connection has negotiated some of the largest loans on real estate in the District.

Mr. Rheem was married here in November, 1888, to Eunice Domes, daughter of the late Rev. Samuel Domes, D. D., and has one child, a boy of twelve. Mr. Rheem is a member of Harmony Lodge, F. A. M., secretary of the Crowswell Chemical Company, director of the Real Estate Title Insurance Company, director of the Potomac Insurance Company, and member of a number of educational and scientific societies in the District.

CLARENCE B. RHEEM, Vice President and Treasurer.

Alexander T. Hensley, secretary of the company, though a native of New York, where he was born April 24, 1861, came to Washington as a boy, attended public school here, and graduated from the High School with the class of 1878. He was financial clerk of the Washington Postoffice under Postmasters Tulloch and Conger, and, in 1889, acquired proprietorship of the "Washington Sunday Herald," which he managed until 1894, when he sold his interest and entered the real estate business. Mr. Hensley devotes himself to the sales department of his firm, and in it has achieved signal success. He has been instrumental in the negotiation of some of the largest realty transactions in the District. With eminent executive ability he combines great affability and is deservedly popular. Mr. Hensley is married, Louise R. Rheem, a daughter of the late John A. Rheem, and he has one child, a son about eighteen years of age.

## NEWS OF RAILROADS AND OF RAILROAD MEN

### SOUTHERN DEVELOPMENT.

There seems to be no limit to the railroad development in the South. Every report issued shows a marked increase and this, too, at a time when it is almost impossible to dispose of railroad securities or otherwise raise money in financial centers. The greatest development is, of course, in that territory bounded by the Mississippi and Potomac Rivers. A report just issued by the Interstate Commerce Commission shows that there were forty-nine new railroad projects reported since the first of the year for the South and Southwest with a contemplated mileage of 4,156. West Virginia heads the list of railroad incorporation with five companies; Georgia is next with four; then come Alabama and Mississippi with three each; they are followed by Virginia, Arkansas, and Oklahoma, with two each, while North Carolina, South Carolina, Kentucky, Tennessee, Florida, and Missouri are represented by one each. All of these companies are separate incorporations, not being connected with any of the large systems.

Probably the most important is the Tidewater Railway, incorporated from the West Virginia bituminous in Virginia to build the new coal road fields to Idewater, the new line projected from West Virginia, Kentucky, and Tennessee, in fact, being principally for the purpose of developing coal and timber lands, although they will act as common carriers.

There are also several other projects of magnitude, one of them being the St. Louis, Little Rock and Gulf Railroad, which proposes to build about 700 miles of line from St. Louis to the Gulf coast of Louisiana, with a branch to the Beaumont, Tex. Another is the Oklahoma, Rowell, and White Mountain Railway, projected from Mangum, O. T., to White Mountain, N. M., about 400 miles.

The Seaboard Traction Company, of Norfolk, Va., is another, with a plan to build about 300 miles of electric railway through the trucking district in that State, including a main line from Norfolk to Petersburg, and Richmond. The Atlantic and Western Railroad is a fourth enterprise that is projected from Cumberland, Md., to Huntington, W. Va., about 255 miles.

FRAMING UP TROUBLE.

It is now apparent that unless some sort of action is taken to prevent it, the Virginia officers are going to try to frame up some trouble for the Pennsylvania under the recent Northern Pacific merger decision of the United States Supreme Court.

The Pennsylvania controls the Chesapeake and Ohio, and the Norfolk and Western Railroads, and is alleged to be discriminating against all Virginia ports in favor of Pennsylvania in the coal-carrying trade, and in the winter through business, which includes grain, flour, and the products of the packing houses.

The chief complaint comes from the southwest part of the State, where it is

alleged by the coal operators that this discrimination prevents their product from reaching points of distribution and sale, while coal of an inferior grade mined in Pennsylvania is put on the market without any trouble.

### HONORS MR. TURK'S MEMORY.

The Southern Railroad has sent out a handsomely engrossed memorial announcing the death of William A. Turk and Assistant to the General Manager Green. The memorial describes the careers of the men and the work they did in helping to build the Southern Railroad.

### GOULD PLANS.

An official announcement is made that the Wabash Railroad will be running into Pittsburgh by July 1. Vice President P. S. Landstreet, of the Western Maryland, has been in the East inspecting the progress of developments, and in an interview he said:

"It is stated that the Wabash Railroad Company will be running into Pittsburgh by the middle of June. We have been much interested in the Wabash extension to Pittsburgh, as, if Baltimore is ever to become an important point of shipment for the Wabash system, a road will have to be built from Pittsburgh to Cumberland, Cherry Run, or some other point on the line of the Western Maryland Railroad or the West Virginia Central and Pittsburgh Railway."

"At present there are, so far as we are informed, not even any preliminary steps being taken to construct such a connection. The Western Maryland tidewater terminus at Baltimore is being pushed to completion, and no doubt will be in operation during the coming summer. Before this terminus can be of any considerable use, however, the Western Maryland Railroad itself will have to be rebuilt and regraded. In the present condition it is out of the question to use it for any very heavy traffic."

South Penn. line is to be offered for sale at public auction. It will be remembered that this railroad when it was projected and finally constructed was intended to connect with the Western Maryland at Hagerstown. It would seem probable that if the road is really to be sold the Wabash Railroad Company may be a bidder. The railroad was planned to cut through the richest soft-coal territory in Pennsylvania, and as it will make an available short line between Pittsburgh and Baltimore, it would appear that the Baltimore and Ohio and the Wabash may compete for this prize."

### LOCAL CONDITIONS.

Little of interest in local railroad circles developed during the week. There were more rumors concerning the building of the Baltimore and Ohio freight line into Georgetown. The officers of the company, however, are keeping details very quiet, so it is impossible to get any confirmation of the report beyond what has already been published.

### FOUGHT FIRES 52 YEARS.

The new year sees Harry J. Eaton, of Hartford, Ct., a private citizen. He is the oldest fire chief in years of service in the world, and he is now retired on half-pay at his own request, and despite the wishes of the board of fire commissioners.

Eaton has seen 52 consecutive years as a fireman, and for a little over 35 years has been chief of the Hartford department. He is 72 years old, and can walk any man in the department today. A few years ago, while at headquarters, some one suggested that he was getting old. He balanced himself on his hands, and with his feet in the air, walked up the stairs.

Chief Eaton has served longer as chief than anyone else in the United States. Chief Thomas O'Connor, of New Orleans, who now becomes the dean of fire chiefs, has held that position for 34 years. James R. Hopkins, of Somerville, Mass., and G. O. Wilmarth, of Topeka, Kan., have been chiefs for 31 years, and George Pendrick, of Vincennes, Ind., has held the office for 33 years.

The oldest chief in age now in service is Charles H. Downing, of Lynn, Mass., who is 76 years old, and has been chief for 13 years.

Chief Eaton is a Mason, and in 1854 joined the Odd Fellows. A few years ago he was initiated into a lodge of Knights of Pythias, and the ceremony was surrounded during the ceremony, and he disappeared from the lodge room.

That interruption was fatal to further progress in the order. He never attended a meeting again. His quickness in responding to a fire was so well known that once when he was a member in the Superior Court in an important suit the judge adjourned court in order to allow the chief to respond to the alarm.

One of Chief Eaton's hobbies is self-propelling steam fire engines. He has owned two of them, and he has been constantly in service since 1876. His fiftieth anniversary in the department was celebrated with a big parade, and the city gave him \$500 in gold.

New York World.

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## Jeffries Will Retire, Says Current Report

Tired of Fighting Game and Will Go in Some Other Business—Still Training Hard for Munroe.

### FLED HARMLESS FIRE AND FRACTURED SKULL

NEW YORK, April 22.—In a panic that followed the discovery of a small fire in the cigar factory of Hirschhorn, Mack & Co., at 121 Avenue A, this morning, three employees were injured, and Maria Contina, while getting out of a window on the second floor, fell 4,000 square feet, with a fine stable on the side of the skull. Luigi Cavalier and Mary Aria were caught in the crush on the stairs and sustained contusions about the body. All were removed to the Presbyterian Hospital. The damage caused by the fire was trifling.

The statement made by Jim Jeffries that he intended soon to retire from the ring has been corroborated by a dispatch from San Francisco. Billy Delaney, who pilots the champion's affairs in and out of the ring, says that after the current year Jeffries will give up pugilism as a business. Just why Jeffries has concluded to do this is not clearly stated, as at the present time there are not many formidable heavyweights in the field, and no apparent chance of the bullfighter getting whipped. But Jeffries says that he is tired of the game, and is satisfied to retire on the laurels he has earned.

To all appearances Jeffries is just as strong and as clever as ever, and looks good enough to be champion for five years more. But he has had enough

of prizefighting and is anxious to set the down and go into some other business.

Meanwhile, though, Jeffries is not neglecting his training. He is hard at work for his bout with Jack Munroe, which is to be decided on June 17, at San Francisco. Joe Maxwell, a personal friend of Jeffries, has received a letter from Billy Delaney to the effect that the champion intends to train as assiduously for Munroe as he would for any other fighter.

"Jeffries is not taking any chances," writes Delaney. "Munroe is a strong, lanky fellow; has the punch, and it is no use to be caught napping. Jeffries, after a rest at San Francisco, will go to Harbor Springs. He will start work about April 25. Jack Jeffries will be at our camp."

### QUARANTINE HOLDS "MOTHER" JONES

SALT LAKE, Utah, April 22.—Brigadier General Cannon returned this morning from Helper, accompanied by State Health Officer Beatty. Dr. Beatty said "Mother" Jones had submitted to a physical examination, and the military had agreed to surrender the two Italians wanted for assisting her in evading the quarantine laws. Jones said she would resist the State laws, and offer no resistance to the officers.

FOR SALE—HOUSES.

A Selected List of Low Price Houses.

\$2,000—5-room brick, northwest, 12,000—9-room brick, on 4th st. se.; large lot.  
\$2,500—3 rooms, southwest.  
\$2,500—1½ block from E. Capitol st.  
\$2,500—6-room brick, on 8th st. nw.  
\$1,500—6-room brick, on paved st. near M. & N. st.  
\$2,400—6-room brick, near E. Capitol st.  
\$2,500—6-room day window brick, near 14th st. and M. & N. st.  
\$2,500—6 rooms; near navy yard; lot 16½x120.  
\$2,700—rooms; northwest, near 22d and H. st.  
\$2,200—Corner, northwest.  
\$2,500—Five houses, southeast; convenient to navy yard; 6 rooms; tiled bath; furnace.  
\$2,500—Far from Lincoln Park; 6 rooms; 2 stories.  
\$2,500—Frame on N. J. ave. nw.  
\$2,500—New 4-room, 2 stories; bath; cellar; sold originally for \$3,250.  
\$2,500—Corner, se.; 6 rooms and bath.  
\$2,500—N. e.; well located; 6 rooms and bath.  
\$2,500—On Capitol Hill; 6 rooms and bath.  
\$2,500—Near Met. car line; 3 rooms; 3 stories.  
\$2,500—D. st. ne., near Stanton Square; 6 rooms and bath.  
\$2,500—Near 4th and Pa. ave. se.; 6 rooms and bath.  
\$2,500—6 rooms; bath; large lot.  
\$2,500—N. e.; 6 rooms and bath; nearly new.  
\$2,500—N. e.; 3 stories; 3 rooms and bath.  
\$2,500—New 4-room, 2 stories; lot 16x120.  
\$2,500—Corner nw.; 3 rooms.  
\$2,500—6 rooms; on 6th st. nw., between M. and N. st.  
\$2,500—7th st., near East Capitol st.; 6 rooms; 2½ bay windows.  
\$2,500—Well located, near 8 rooms; near H. st. car line.  
\$2,500—9 rooms, on 8th st., near Carroll Library; 6 rooms; 2 stories.  
\$2,700—8th st., near R. I. ave.; 6 rooms and bath.  
\$2,500—6 rooms; tiled bath; well located.  
\$2,500—6 rooms, on 9th st. nw., south of O st.; lot 100 feet deep.  
\$2,500—Near Md. ave. ne.; 6 rooms and bath.  
\$2,500—6 rooms and bath, on a numbered street, northwest west of 8th st.; well located.  
\$2,500—4 rooms, ne.; lot 40 by over 100 feet.  
\$2,500—Well located, desirable new houses, 6 rooms and bath.  
\$2,500—2-story, 6 rooms, brick, near Lincoln Park.  
\$2,500—Near Lincoln Park, 7 rooms, lot 12x10, alley.  
\$2,500—Near War Dept., 6-room, bay-window brick, comparatively new.  
\$2,500—N. w.; 6 rooms; lot 22x14.  
\$2,500—6-room brick, near 10th st. and M. & N. st.  
\$2,500—On an avenue, nw., 6 rooms, well located.  
\$2,500—6 rooms, well located, near large lot, stable.  
\$2,500—3-story house, near Lincoln Park, 6 rooms; lot 12x10, two stories.  
\$2,500—Near Capitol and Library, well constructed, 7 rooms, 2 stories, cellar, lot 12x10, alley.  
\$2,500—Near side of new Union Station, 6 rooms and bath.  
\$2,500—Near Government Printing Office, 2 stories and cellar, 4 rooms on first floor.  
\$2,500—6 rooms, on N. H. ave.  
\$2,500—N. w.; 7 rooms, good size lot; well located.  
\$2,500—Near E. Cap. st., 7 rooms, lot 12x10.  
\$2,500—N. w.; 7 rooms, lot 25x15.  
\$2,500—N. w. and 15 st. ne., 9 rooms, large lot, 30 feet wide; rents \$40.  
\$2,500—Near 4th and Pa. ave. se., 8 rooms, lot 30 feet wide; rents \$30.  
\$2,500—8th st. nw., 9 rooms; rents \$30.  
\$2,500—Near Iowa Circle, 3 stories, 10 rooms, large tiled bath, large lot.  
\$2,500—8 rooms; on 20th st.; rents \$30.  
\$2,500—Near 22d and Pa. ave., 9 rooms; large lot.  
\$2,500—3-story, 8-room brick, on 23d st.  
\$2,500—On a numbered street nw., near Met. car line; 9 rooms; lot 23 ft. wide.  
\$2,500—On an ave. nw.; 2 stories; cellar; 2 rooms; side light.  
\$2,500—3-story 9-rm. brick on Md. ave. ne.; 9 rooms; on N. H. ave., north of Washington Circle.  
\$2,500—Two 6-room bricks on H. st., near 8th st.; rents \$32.  
\$2,500—Near 14th and Corcoran sts.; 10 rooms; lot 20x100 feet.  
\$2,500—N. w.; 10 rooms; lot 21x35; rents \$33.  
\$2,500—10 rooms; nw.; lot 20x12.  
\$2,500—Near 14th and Q sts.; 8 rooms.  
\$2,500—Near 14th and S sts.; 9 rooms.  
\$2,500—3-story 10-room brick, near E. Cap. st.  
\$2,500—8 rooms; on 16th st.; nice lot.  
\$2,500—10 rooms; on 23d st.  
\$2,500—N. w.; 10 rooms; 4 on first floor; tiled bath; steam heat.  
\$2,500—On an ave. nw.; 10 rooms; hot water heat.  
\$2,500—West of 16th st.; 10 rooms; hot water heat; side light.  
\$2,500—Near Scott Circle; 10 rooms lot 20x100.  
\$2,500—West of 9th st. nw.; 2 stories; 8 rooms; lot 20x100.  
\$2,500—Corner nw., west of 9th st.; 12 rooms.  
\$2,500—Near 9th st. and N. Y. ave.; 3 stories; 8 rooms.  
\$2,500—10 rooms; nw.; very cheap.  
\$2,500—R. st. nw.; 10 rooms; lot 20x35; 2 stories; brick stable.  
Call for list home properties. A select list of investments paying 10 and 12 per cent.

MOORE & HILL (INC.),

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